1-10. (CANCELED)

11. (CURRENTLY AMENDED) A drive device with a transmission (4), the drive device comprising:

a drive shaft (2) being directly ~~actively~~ connected with an engine;

a shifting clutch (3) being located between the drive shaft (2) and an input shaft of the transmission (4), and the shifting clutch (3) detachably [[couples]] coupling the drive shaft (2) with a gear output (5) coupled to an output of the transmission;

a shifting brake clutch (9) being located between the drive shaft (2) and the shifting clutch (3), and an output of the shifting brake clutch (9) ~~actively communicates~~ being selectively combinable with the gear output (5);

the output of the shifting brake clutch (9) driving an auxiliary shaft (16) and an output from the auxiliary shaft (16) driving an output (18, 19) which drives the gear output (5);

a coaxial gear wheel (14), which is mounted on the drive shaft (2), forming the output of the shifting brake clutch (9) ~~is fixed to an idle (14) which is mounted on the drive shaft (2)~~; and

at least two ~~other~~ idle gears (19, 20), mounted on the auxiliary shaft (16) and coupled with the output (18, 19) of the auxiliary shaft (16), [[are]] being optionally and alternately combinable with the gear output (5) via a coupling mechanism (21);

wherein the coaxial gear wheel (14) meshes with an intermediate wheel (15) which engages with a fixed wheel (17) supported by the auxiliary shaft (16).

12. (CURRENTLY AMENDED) The drive device according to claim 11, wherein the ~~idle gear~~ coaxial gear wheel (14) ~~communicates with the output of the shifting brake clutch (9) and meshes with an~~, the intermediate wheel (15) and the fixed wheel (17) are mounted in a gear housing (8), ~~and the intermediate wheel (15) engages with a fixed wheel (17) on the auxiliary shaft (16)~~.

13. (CURRENTLY AMENDED) ~~The drive device pursuant to claim 11,~~

A drive device with a transmission (4), the drive device comprising:

a drive shaft (2) being directly connected with an engine;

a shifting clutch (3) being located between the drive shaft (2) and an input shaft of the transmission (4), and the shifting clutch (3) detachably coupling the drive shaft (2) with a gear output (5) which is coupled to an output of the transmission;

a shifting brake clutch (9) being located between the drive shaft (2) and the shifting clutch (3), and an output of the shifting brake clutch (9) being selectively combinable with the gear output (5);

a coaxial gear wheel (14), which is mounted on the drive shaft (2), forming the output of the shifting brake clutch (9); and

at least two idle gears (19, 20) being mounted on the auxiliary shaft (16) and each of the at least two idle gears (19, 20) being optionally and alternately combinable with the gear output (5) via a coupling mechanism (21);

wherein a first of the at least two ~~other~~ idle gears(19) is located closer to the transmission (4) than a second of the at least two ~~other~~ idle gears (20) and meshes with a further idle gear (23) which engages a gear wheel (24) located on a gear output shaft (6) of the transmission (4).

14. (CURRENTLY AMENDED) ~~The drive device according to claim 11,~~ A drive device with a transmission (4), the drive device comprising:

a drive shaft (2) being directly connected with an engine;

a shifting clutch (3) being located between the drive shaft (2) and an input shaft of the transmission (4), and the shifting clutch (3) detachably coupling the drive shaft (2) with a gear output (5) which is coupled to an output of the transmission;

a shifting brake clutch (9) being located between the drive shaft (2) and the shifting clutch (3), and an output of the shifting brake clutch (9) being selectively combinable with the gear output (5);

a coaxial gear wheel (14), which is mounted on the drive shaft (2), forming the output of the shifting brake clutch (9); and

at least two idle gears (19, 20) being mounted on the auxiliary shaft (16) and each of the at least two idle gears (19, 20) being optionally and alternately combinable with the gear output (5) via a coupling mechanism (21);

wherein a second of the at least two ~~other~~ idle gears (20) is located further from the transmission (4) than a first of the at least two ~~other~~ idle gears (19) and meshes with an intermediate wheel (25) which engages with a gear wheel (26) attached to a main output shaft (7) of the drive device.

15. (PREVIOUSLY PRESENTED) The drive device pursuant to claim 11, wherein the gear output (5) actively communicates with an input of a secondary switching group (22) whose output is formed by a main output shaft (7).

16. (PREVIOUSLY PRESENTED) The drive device according to claim 11, wherein an intermediate wheel (25) meshes with a gear wheel (26) which is attached to a main output shaft (7), and the main output shaft (7) is a planetary wheel of a secondary switching stage (22) and the secondary switching stage (22) is a planetary gear.

17. (PREVIOUSLY PRESENTED) The drive device according to claim 11, wherein the auxiliary shaft (16) is mounted in a gear housing (8), and the coupling mechanism (21), on the output side, is a sliding collar.